

WINE AND SPIRIT MERCHANT.
CHAZALUN & CO.
MAKERS AND EXPORTERS
RESERVES IMPORTERS
QUEEN'S ROAD.

The China Mail.

ESTABLISHED 1846

St. GEORGE'S BUILDING
DISS BROS.
Tailors.

No. 13553

號二十月九年六零百九千一英

HONGKONG, WEDNESDAY, SEPTEMBER 12, 1906.

日四廿月七年午丙

PRICE, \$3.00 Per Month

GERMAN BEER.

Large Stock on Hand of
AUGUSTINER BRAU
AND THE CELEBRATED
KULMBACHER BIER.
Per Case of 6 doz. pils. \$18.00.
Per Case of 4 doz. qts. \$18.00.
MAGEWEN, FRICKEL & CO.,
1815 3, DUDELL STREET.

Intimations.

WHO'S WHO

IN THE
FAR EAST.

THE
ONLY BOOK OF REFERENCE

BIOGRAPHIES

PROMINENT MEN OF
THE FAR EAST

IS NOW ON SALE

Price \$10.

FORWARDED TO ANY ADDRESS

Obtainable from the Publishers
9, QUEEN'S ROAD CENTRAL.

Hongkong,
Hongkong, July 19, 1906.

HONGKONG VOLUNTEER CORPS.

GRAND PROMENADE CONCERT

WILL BE HELD ON THE
VOLUNTEER PARADE GROUND,
ON SATURDAY,
15th SEPTEMBER, AT 9.15 P.M.

TICKETS (22 and 31) may be obtained
from VOLUNTEER HEADQUARTERS and from
Messrs KELLY & WAHLL LTD.
Hongkong, September 11, 1906. 1775

CHEAP CASH SALE.

AT COST PRICE.

CLARETS, BRANDIES,
BURGUNDIES, WHISKIES,
COGNAC, &c., &c.,
&c., &c.,

FOR THIS WEEK ONLY.

GREGOR & CO.
Hongkong, September 6, 1906. 1773

WANTED.

A FIRST-CLASS BILLIARD TABLE.
Apply to
Care of 'CHINA MAIL' Office.
Hongkong, September 3, 1906. 1775

NIGHT SCHOOL.

THE ASSOCIATION NIGHT SCHOOL
will OPEN MONDAY EVENING,
17th September.
To all young men who desire to make
good use of their evenings, the following
Courses of Study, which will be given, will
bear careful consideration.

SPECIAL COURSE IN ENGLISH

DOCUMENTARY TRANSLATION.

BOOKS PING (Elementary and Ad-

vanced).

ARCHITECTURAL DRAWING & BUILD-

ING CONSTRUCTION.

TYPEWRITING (Touch System).

SHORTHAND (Pitman).

COMMERCIAL ARITHMETIC.

COMMERCIAL CORRESPONDENCE.

ELEMENTARY ARITHMETIC.

For Fees and Regulations, etc., call or

write the

CHINESE YOUNG MEN'S CHRISTIAN

ASSOCIATION.

34, Queen's Road Central, 1st Floor.

Telephone No. 469.

Hongkong, September 9, 1906. 1738

RAILROAD-HELP WANTED.

BY
THE KWANG TUNG MERCHANTS
ADMINISTRATION OF THE YUET
HAN RAILWAY COMPANY,
LIMITED.

IN the KWANG TUNG SECTION, CHINESE
CIVIL ENGINEERS or ENGINEER-
ING STUDENTS having experience in
railroad preliminary, location and construction.
Must be capable of handling any kind of
railroad instruments on field work.
Address applications giving training
experience, and samples of work to
H. B. CHANG, President of the
Kwang Tung Merchants Administration of the
Yuet Han Railway Company, Limited,
Canton.
Hongkong, August 16, 1906. 1630

Business Notices.

W. S. BAILEY & CO. ENGINEERS & SHIPBUILDERS.

WORKS:
KOWLOON BAY.
OFFICES & STORES:
No. 20, CONNAUGHT ROAD.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND
MACAO STEAMBOAT CO., LTD., AND THE CHINA
NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 3,353 tons, Captain H. D. Jones.
s.s. FOWAN, 2,338 tons, Captain W. A. Valentia.
s.s. PATSHAN, 2,260 tons, Captain R. D. Thomas.
s.s. BANGKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,965 tons, Captain J. J. Douglas.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m.
and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3.30 p.m. and 5.30 p.m.
(Sunday Excepted).
T. & S. Steamers, carrying His Majesty's Mails, are the largest and fastest on the
line. Attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,968 tons, Captain G. F. Morrison, R.N.A.
Departures from Hongkong to Macao on week days at 2 p.m., except when otherwise
notified by Express. Sunday Special Excursions, leaving Hongkong at 9.30 a.m.,
and a Second departure about 7 p.m.
Note: During the Summer Months the time of leaving fluctuates to suit the tide
at Macao. See Special Summer Time-table.
Departures from Macao to Hongkong on week days at 8 a.m. On Saturdays a second
departure about 7 p.m. On Sundays about 3 p.m. (See Special Express).

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at
8 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

JOINT SERVICE OF THE H.K., C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVI-
GATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAILAM, 588 tons, Captain J. Willor.
s.s. NANNING, 569 tons, Captain G. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday
and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days
at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin
Accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the:-
HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.
HOTEL MANSIONS, (First Floor), opposite the Hongkong Hotel.
Or of BUTTERFIELD & SWIRE.
Agents, CHINA NAVIGATION CO., LTD.

R. HOUGHTON.

NAVAL, MILITARY AND CIVIL TAILOR.
10, QUEEN'S ROAD CENTRAL.
Hongkong, September 12, 1906. 1190

REMINGTON

TYPEWRITERS

WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS.

Hongkong, March 2, 1906. 445

FOR SALE.

THE PROPERTY OF CAPTAIN W.
ARBUTHNOT LESLIE, A.D.C.

POAN PONY 'LYDDITE', fast and a
good back. Has played Polo. War-
ranted sound. Price \$100.00.
Apply to
Government House.
Hongkong, August 21, 1906. 1633

HONGKONG HIGH-LEVEL TRAM- WAYS COMPANY, LIMITED.

(IN LIQUIDATION)

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 7.30 a.m. Every 30 minutes.
7.30 a.m. to 9.30 a.m. Every 10 minutes.
9.30 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 15 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 15 minutes.
3.30 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.
8.45 p.m. and 9 p.m., 9.45 p.m. to 11.10
p.m. every half hour.

SUNDAY.
8.00 a.m. to 9.00 a.m. Every 15 minutes.
9.00 a.m. to 9.30 a.m. Every 30 minutes.
9.30 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 5.00 p.m. Every 15 minutes.
5.00 p.m. to 7.00 p.m. Every 15 minutes.
7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

Extra Cars at 11.30 and 11.45 p.m.

SPECIAL CARS by Arrangement at the
Company's Office, ALEXANDRA BUILDING,
Des Voeux Road Central.

JOHN D. HUMPHREYS & SON,
Liquidators.

Hongkong, August 27, 1906. 1661

THE OTOPHONE.

A HOUSE TELEPHONE.

CAN be fitted to existing Electric Bells.
No Extra fittings needed. As clear
and distinct as an Ordinary Telephone.

Best Telephone for Private Houses,
Hotels, Boarding Houses, Offices, Hos-
pitals, etc., etc. Price very Moderate.
Can be inspected at the Offices of the
Sole Agents:
LUTGENS, EINSTAMANN & CO.,
No. 2, PEDDER STREET.
Hongkong, February 5, 1906. 1380

IS CHRISTIANITY WORTH

INTRODUCING INTO CHINA

Reprinted from the 'CHINA MAIL.'

To be had at the 'CHINA MAIL' Office,
5, Wyndham Street.

Price 50 Cents.

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

...

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED

(SOLE AGENTS FOR BELL'S ASBESTOS CO., LTD., LONDON.)

BELL'S ASBESTOS

THE MOST RELIABLE PACKING FOR MARINE ENGINES.
DAGGER PACKING
BEWARE OF IMITATIONS. SOLE MANUFACTURERS:
BELL'S ASBESTOS CO., LTD., LONDON.
LARGE STOCK OF PACKINGS, JOINTINGS, &c., ALWAYS IN HAND.
OFFICE:-6, DES VOEUX ROAD.

LANE, CRAWFORD & Co.

JUST RECEIVED NEW CONSIGNMENT OF

'WALK OVER' BOOTS

BLACK BROWN PATENT VARIOUS SHAPES AND SIZES.
THE HONGKONG HOTEL.

LANE, CRAWFORD & Co.

THE HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.
THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.
MODERATE TERMS AND NO EXTRAS.
H. HAYNES, Manager.

STAG HOTEL.

148, QUEEN'S ROAD CENTRAL.
FIRST CLASS HOTEL, MOST CENTRALLY SITUATED;
WELL FURNISHED AND AIRY BEDROOMS.
Monthly Boarders accommodated on very Moderate Terms.
For Particulars, apply to
THE MANAGER. 1905

N. LAZARUS

OPTICIAN.

No. 5, PEDDER STREET.

(Under Hongkong,
1227 Hotel).

SIGHT TESTED
FREE.

LENSES GRIND.

REPAIRS

A SPECIALITY.

MEE CHEUNG, PHOTOGRAPHER

(Ice House Lane).

DEVELOPING AND PRINTING FOR AMATEURS UNDERTAKEN.

NEW PANORAMIC VIEWS OF HONGKONG.

Taken in August.

Hongkong, September 6, 1906. 1178

CHAMPAGNES

CHARLES HEIDSIECK.

PURVEYOR TO HIS MAJESTY KING EDWARD.

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN.

Hongkong, March 2, 1906. 450

CARLTON HOUSE HOTELS, No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS.

COMFORT OF RESIDENTS AND THE CUISINE A SPECIALITY.

FOR TERMS APPLY TO THE MANAGER. 804

OHSE WING & CO.,

HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL,

IRON WARE, &c.

STEEL GIRDERS and TIES,

CORRUGATED IRON, PIG IRON, &c.,

Suitable for

SHIPS, ENGINEERS AND HOUSE BUILDERS.

1223

CAMPBELL, MOORE & CO.,

LIMITED.

JUST RECEIVED NEW

POWDER,

PERFUMERIES, SOAPS,

HAIR FRAMES,

HAIR PINS,

&c., &c., &c.

1

REFORM IN CHINA.

BEING a letter addressed to Rear

Admiral Lord CHARLES BELLINGHAM,

C.B.M.P. And an article in reply to

CHINA: 'THE SLEEP AND

AWAKENING.'

To be had in pamphlet form at the

'CHINA MAIL' Office, 5, Wyndham Street.

Price One Dollar

Business Notices.

GREEN ISLAND CEMENT CO., LD

PORTLAND CEMENT

In Casks of 375 lbs. net, \$4.75 per Cask, ex Factory.

In Bags of 250 lbs. net, \$2.80 per Bag, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

2658

FAIRALL & CO.

DRESSMAKERS & MILLINERS.

ARE NOW SHOWING

A GOOD SELECTION OF SMART NEW FOULARDS

AND WASHING SILKS, VOILES, EOLIENNES, etc.

In all the New Art Shades.

NEW KID GLOVES.

7 & 9, Pedder Street (Hongkong Hotel Building).

HOTEL BALTIMORE

LATE HOTEL AMERICA

2, WYNDHAM STREET.

FIRST-CLASS HOTEL under European Management. NICELY FURNISHED.

AIRY ROOMS. EVERY COMFORT FOR RESIDENTS AND TOURISTS.

EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.

TERMS REASONABLE. Apply to THE MANAGER. 1161

VICTORIA DISPENSARY

SOLE AGENTS FOR

V. R. O. LIQUEUR WHISKY

(Square Bottles) per doz. \$15.

'NESTOR' DISINFECTING FLUID

In 1 Gallon and 5 Gallon Tins

LEE LOONG & CO.,

FURNITURE STORE,

No. 14, QUEEN'S ROAD CENTRAL

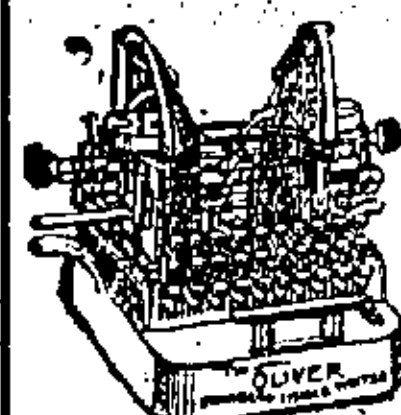
(Next Door to H. PRICE & Co.)

All Kinds of FURNITURE, CARVED (ANTIQUE) BLACKWOOD, CROCKERY and Glass

WARE, KITCHEN UTENSILS, etc., etc.

AT MODERATE PRICES.

THE OLIVER TYPEWRITER



VISIBILITY.

SIMPLICITY.

DURABILITY.

UNRIVALLED FOR DUPLICATING.

WRITING IN SIGHT.

UNIVERSAL KEYBOARD.

GRANT & LESLIE,

GENERAL AGENTS

FOR HONGKONG & SOUTH CHINA.

Hongkong, April 21, 1906. 735

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

NEW STOCK

VERY SUPERIOR BOUND.

BIBLES AND PRAYER BOOKS.

Tennis Rackets, Tennis Balls, Base Ball, Base Ball Bat,

De La Rue's Pneumatic Playing Cards, Bridge Markers,

Whist Markers, Cribbage, Euchre, Piquet Sets, &c.

THE LARGEST VARIETY OF NOTE PAPER AND ENVELOPES

IN THE COLONY.

AQUARIUS Co's

STONE GINGER BEER.

THE BEST GINGER BEER OBTAINABLE

SOLE AGENTS

factor. My pronounced conclusion is that a dagger to our Eastern markets, save in machinery, is great.

For the moment the Japanese export trade may seem insignificant, but it is growing at an amazing rate. Cheap labour—children at a halfpenny and women at fivepence or less a day—cheap fuel, abundant water power, the employment of the finest machinery, carefully trained leadership, alliance for export and abundant Government backing make a combination that cannot be ignored. If we are to save our Eastern trade we have to exert ourselves, and that quickly.

The Japanese Imperial Navy was built in England. To-day Japan is placing no more orders for warships save for the fulfilment of old contracts. She is not only building herself the new and most enterprising trader in the Far East, and therefore the most serious rival.

A glance at the existing situation may help to prove that it is not without its dangers.

The Japanese Imperial Navy was built in England. To-day Japan is placing no more orders for warships save for the fulfilment of old contracts. She is not only building herself the new and most enterprising trader in the Far East, and therefore the most serious rival.

For some time Japanese found it impossible to produce steel of any quality at reasonable rates at home. By far the greater part of the iron and steel used has been brought from England. Now, thanks to the exportation of a very large amount of O. C. iron and steel during the war, the native steel industry has been galvanised into life.

Three years ago the tobacco trade in Japan was partly controlled by English and Americans. The Government took over the business, in 1903, and expelled the foreigners. Now Japanese Government tobacco is being sold all over China and even in the Straits Settlements and in India. Plans are being laid to extend the sales to Europe. Japanese matches have driven all others before them in the East, and a European trade is being sought for them. *Overseas Daily Mail.*

LORD SHOLTO DOUGLAS

Victim of a Police Blunder.

New York, Aug. 2.
An extraordinary blunder has been made by the police of Portland, Maine, who arrested Lord Sholto Douglas, the fourth son of the late Marquess of Queensberry, and after detaining him two nights in a cell, released him with profuse apologies. Whilst under surveillance, Lord Sholto Douglas was granted unusual privileges on account of the police doubting that he was the individual they wanted. Immediately after the arrest the mayor offered to permit him to remain in the best hotel in the town under guard, but Lord Sholto Douglas jokingly said that it was quiet and comfortable in gaol. He knew, he added, that he could get danger from the city, but declared he voluntarily accepted the situation, and signed an agreement not to sue the authorities. Every facility was afforded him in cabling and telegraphing with a view to establishing his identity. The trouble arose in this way. Lord Sholto had rented a cottage for himself, his wife, and young son, in the name of "Mr. and Mrs. George Douglas." The police of the entire country have been seeking for two years for an alleged bigamist, who under that name and sometimes under the aliases of "Lord Sholto," "Lord Douglas," and "Lord Queensberry," is said to have married at least ten women, whom he deceived through apparently convincing documents, and then deserted after securing sums varying from £200 to £5000. This man was evidently well acquainted with the Douglas family.

Lady Sholto Douglas quickly presented indisputable evidence that her husband was in England during the period the various bigamies were committed, whilst local bankers added their testimony; but the police requisition from Asheville, in North Carolina, made it legally impossible to discharge Lord Sholto until the tangle of red tape had been unwound.

A Poser.—An Irish employer went to where some men were at work out of sight in an excavation, and called out: "How many of ye are down there?" "Three," was the reply. "Then half of ye come up!" "All right, sir."

The Reason Why—"How is it John," said a minister to his man, "that ye never got a message for me anywhere in the parish, but ye contrive to take too much spirit?" "People don't offer me spirit when I am making visits in the parish," "Weel, sir," said John, "I canna explain it, unless on the supposition that I'm a wee bit mair popular w' some of the folk, maybe, than ye are."

Dentistry.

DR. HARRY FONG,
AMERICAN TRAINED DENTIST.

EUCLIDIAN and Latest Improved Appliances.
51, QUEEN'S ROAD CENTRAL.
1379

Dr. M. H. CHAUN,
THE LATEST METHOD OF THE AMERICAN SYSTEM OF DENTISTRY.

37, DES VOGES ROAD CENTRAL.
Front the University of Pennsylvania.
U.S.A.
1386

S. I. TING,
Surgeon Dentist.

No. 11, D'ARQUAT STREET.
TERMS VERY MODERATE.
Consultation Free.
628

MIYAKO HOTEL,
KYOTO, JAPAN.

A NEW AND STRICTLY FIRST-CLASS HOTEL.

TAKE
HOLLOWAY'S
PILLS

For Indigestion, Heartburn,
Biliousness, Jaundice,
and all Complaints of the
Liver and Kidneys.

THEY ARE INVARIABLE
FOR THE USE OF FEMALES.

Manufactured only at 14, New Oxford Street, London, by all Chemists and Medicine Vendors.

USE ONLY & USE ALWAYS

ATKINSONS MOST REFRESHING.

A LUXURIOUS PERFUME IN HEALTH. Far Superior to the German Kinds.

A NECESSARY RESTORATIVE IN SICKNESS. **EAU DE COLOGNE**

OAKLEY'S WELLINGTON KNIFE POLISH

BEST FOR CLEANING AND POLISHING CUTLERY. 3 1/2 6 1/2 2 1/2 2 1/2

OAKLEY'S KNIFE BOARDS

PREVENT FRICTION IN CLEANING & INJURY TO THE KNIVES

JOHN OAKLEY & SONS BLACK LEAD MILLS LONDON

JOHN OAKLEY & SONS, LIMITED, "WELLINGTON" MILLS, LONDON.

THE FIRST CHINESE NEWSPAPER
EVER ISSUED UNDER
PURELY NATIVE DIRECTION.

The Chinese Mail

THE LEADING CHINESE POLITICAL AND COMMERCIAL JOURNAL.

PUBLISHED EVERY MORNING.

CONTAINS THE MOST RELIABLE TELEGRAPHIC NEWS FROM NORTH CHINA.

THE LATEST INTELLIGENCE FROM THE VARIOUS PORTS IN CHINA AND JAPAN.

\$6 per annum delivered to Hongkong \$12.50 to all other ports.

5 WELLINGTON STREET, HONGKONG.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

Printed and Published by M. C. WONG, CHINA MAIL.

ADVERTISE

ADVERTISE

ADVERTISE

The Life of Trade.

A ONE-TIME order, like one blow of the hammer on the head of the nail, makes an impression, but it is only the continuous insertion of the advertisement, like the continuous pounding on the head of the nail, that drives the argument home and clinches it.

The BEST Medium for Advertising is

China Mail.

Read by all Classes in the Colony and undoubtedly the

POPULAR & LEADING PAPER.

Established over Half-a-Century

A RAMBLE THROUGH SOUTHERN FORMOSA:

By G. TAYLOR, L. M. Customs, With Woodcuts

[Reprinted from the China Review.]

One of the Best Sketches of Formosa Life yet written.

Price 50 Cents.

China Mail Office, 5 Wyndham Street, Hongkong.

China Mail Office, 5 Wyndham Street, Hongkong.

China Mail Office, 5 Wyndham Street, Hongkong.

China Mail Office, 5 Wyndham Street, Hongkong.

China Mail Office, 5 Wyndham Street, Hongkong.

China Mail Office, 5 Wyndham Street, Hongkong.

China Mail Office, 5 Wyndham Street, Hongkong.

China Mail Office, 5 Wyndham Street, Hongkong.

Notice to Consignees

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, PORT SAID, SUEZ, ADEN, BOMBAY, COLOMBO, PENANG AND SINGAPORE.

THE Company's Steamship *Perla* having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

This vessel has cargo from Trieste, From Trieste ex s.s. *Espero* and *Calipso*, transhipped at Trieste.

From Zanzibar ex s.s. *Kocher*, transhipped at Aden.

Optional Cargo will be discharged here, unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon, on the 18th September, 1906, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 18th September, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WHEELER & Co., Agents.

Hongkong, September 11, 1906. 1777

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD. BREMEN

NOTICE TO CONSIGNEES

THE Steamship *ONEISENAU*, having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of *Opium*, *Tobacco* and *Valuable*, are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, on the 18th September, 1906, or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th of September, will be subject to rent.

All Claims must reach us before the 22nd September, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD, MELCHERS & Co., Agents.

Hongkong, September 10, 1906. 1770

SHIRE LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, LONDON AND STRAITS.

THE Steamship DENBIGHSHIRE.

Captain W. A. EVANS, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th inst., will be subject to rent.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst., at 2.30 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, September 8, 1906. 1768

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP BENGLOE.

FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 12th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 12th September, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 12th inst., at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, September 6, 1906. 1750

OARMICHAEL AND CLARKE.

CONSULTING ENGINEERS AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS. REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "OARMICHAEL," HONGKONG.

A. B. C. Code, 4th Edition

A. B. C. Code.

Master's Standard Code.

TELEPHONE NO. 232. 613

THE PACK DOOR.

A SKETCH OF WHAT MIGHT HAPPEN.

Reprinted from the "CHINA MAIL."

To be had at the "CHINA MAIL" Office, 5, Wyndham Street.

Price \$1.00

Price \$1.00

Price \$1.00

Price \$1.00

Price \$1.00

Price \$1.00

Price \$1.00

Price \$1.00

Price \$1.00

Price \$1.00

Price \$1.00

Price \$1.00

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last Station.
<i>Alacrity</i>	despatch-boat	1740	13	3000	Comdr. E. La T. Lotham	Hongkong
<i>Astrea</i>	cruiser, 2nd class	4360	10	6000	Captain S. J. Vaughan Lee	Hongkong
<i>Bramble</i>	river gunboat	710	2	900	Lieut. Comdr. Davidson	Yangtze
<i>Britannia</i>	river gunboat	710	2	900	Lieut. Comdr. B. B. B. B.	Yangtze
<i>Cherub</i>	water tank and tug	1070	6	1400	Comdr. Leard	Hongkong
<i>Chion</i>	cruiser, 1st class	11,000	16	6,500	Comdr. H. D. Wilkin, D.S.O.	Shanghai
<i>Diadem</i>	torpedo boat destroyer	361	4	5700	Lieut. Comdr. Hughes	Hongkong
<i>Fama</i>	cruiser, 2nd class	4360	10	7000	Capt. Grant Dalton	Hongkong
<i>Flora</i>	torpedo boat destroyer	275	4	4000	Lieut. Comdr. Cox	Whitewell
<i>Handy</i>	torpedo boat destroyer	275	4	4000	Lieut. Comdr. Hunter-Hastings	Whitewell
<i>Hart</i>	torpedo boat destroyer	275	4	4000	Lieut. Comdr. W. H. Darvall	Whitewell
<i>Janus</i>	cruiser, 1st class	9000	14	22,000	Capt. D. H. H. H.	Whitewell
<i>Kent</i>	cruiser, 1st class	14,000	14	30,000	Capt. Cecil F. Popham, R.N.	Whitewell
<i>King Alfred</i>	river gunboat	618	4	1200	Lt. Comdr. E. V. R. L. L.	Yangtze
<i>Kinshasa</i>	cruiser, 1st class	9800	10	800	Capt. A. J. J. J.	Whitewell
<i>Monmouth</i>	river gunboat	180	2	800	Lt. Comdr. R. E. Vaughan	Whitewell
<i>Moorhe</i>	torpedo boat destroyer	180	2	800	Lieut. Comdr. J. J. J.	Whitewell
<i>Otter</i>	surveying vessel	85	2	240	Capt. C. H. H.	Hongkong
<i>Rambler</i>	river gunboat	85	2	240	Lt. Comdr. C. C. C.	West River
<i>Robur</i>	river gunboat	85	2	240	Lt. Comdr. H. T. Atty	West River
<i>Stadthagen</i>	river gunboat	85	2	240	Lt. Comdr. Lyne	Yangtze
<i>Snipe</i>	torpedo boat destroyer	250	6	6500	Reserve	Hongkong
<i>Tako</i>	receiving ship	4800	6	—	Commodore Williams	Hongkong
<i>Tamar</i>	river gunboat	180	2	800	Lt. Comdr. R. E. Vaughan	Whitewell
<i>Teal</i>	river gunboat	180	2	800	Lieut. Comdr. J. J. J.	Whitewell
<i>Thistle</i>	torpedo boat destroyer	210	2	6200	Lieut. Comdr. Stevenson	Whitewell
<i>Urago</i>	surveying ship	620	—	450	Comdr. R. W. Glen	Singapore
<i>Waterwitch</i>	torpedo boat destroyer	380	—	5400	Lieut. Comdr. C. E. L. Thomas	Whitewell
<i>Whitney</i>	river gunboat	190	2	840	Lt. Comdr. G. B. Spicer-Bishop	Upper Yangtze
<i>Widgeon</i>	river gunboat	160	2	840	Lieut. Comdr. C. W. W. W.	Upper Yangtze
<i>Woodcock</i>	river gunboat	150	2	840	Lieut. Comdr. J. J. J.	Upper Yangtze

* Flag of Vice-Admiral Sir W. Arthur Moore, Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Kaiser Franz Josef Panther	Austro-Hungarian cruiser Austro-Hungarian cruiser	4300 1350	19 12	9000 6000	Capt. Ferdinand Dabily Captain E. Koerber	Yanabhi Yokohama
Andromed Albat Albatross Argus Caronade Decidde Descartes Dupetit-Thouars Eurydice Francisco Frodoe Gaydon Guichen Henri Riviere Jacquin Javelina Korwin Lynx "Montcalm Mosquet Orly Pelho Platote Portee Raptier Redoutable Sabre Stolz Tahding Takou Vauban Vigilante	French armoured gunboat French receiving-ship torpedo-boat French gunboat French gunboat French gunboat French armoured cruiser French sub-marine French destroyer French destroyer French cruiser French cruiser French gunboat French gunboat French destroyer French cruiser French sub-marine French cruiser French destroyer French gunboat French torpedo-boat French sub-marine French torpedo boat French battleship French destroyer French gunboat French destroyer French battleship (reserve) French gunboat	1794 — — 125 645 39-5 — 10,114 303 350 9378 9700 — 900 807 1250 — 9700 307 — 350 — 350 9437 — 1785 — 250 6150 123	19 — — — — — 38 — 2 7 86 — 6 7 — 12 — 7 — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — — 			

DRINK - - -

THE ONLY GENUINE

TANSAN

WHICH BEARS THE MARK OF

J. CLIFFORD-WILKINSON.

BEWARE OF STUPID
IMITATIONSwhich are unpalatable and sometimes
dangerous

Per Case of 48 Pints	\$8.50
Per Dozen Pints	\$1.70
Per Case of 100 Spts.	\$8.50
Per Dozen Spts.	\$1.70

TANSAN
GINGER ALE

Experts Testify That

TANSAN MAKES THE MOST
WHOLESAME &
PALATABLE**GINGER ALE**

BY THE METHOD

Per Case of 48 Pints	\$7.75
Per Dozen Pints	1.05
Per Case of 100 Spts.	8.25
Per Dozen Spts.	1.05

SAMPLES ON APPLICATION

SOLE AGENTS

F. PRICE & CO.
Wine and Spirit Merchants
5, QUEEN'S ROAD CENTRAL.**POWELL'S****GENTLEMEN'S**
OUTFITTERS

28, Queen's Road

(Opposite the Court House)

Elegant**Footwear**

at

MODERATE PRICES.**STYLE,****COMFORT**

and

DURABILITY**GUARANTEED.****POWELL'S****HONGKONG.**

The

SAVOY,

LIMITED.

Muslins,**Longcloth****Picot****EMBROIDERIES****EDGINGS,****INSERTIONS**

and

BEADINGS.**THE SAVOY, Ltd.****QUEEN'S ROAD.****THE OVERLAND****'CHINA MAIL'****ALL THE NEWS OF THE WEEK.**The best paper for posting
to your friends at home.Ready in time for posting by
the
**ENGLISH and FRENCH
MAILS.**

AGENTS FOR THE CHINA MAIL.

LONDON:—F. ALGAR, 11 & 12, Gemen's
Lane, Lombard Street, E.C. CLARKE,
Soy & Platt, 55, Gracechurch St.,
E.C. STREET & Co., Ltd., 30, Corn-
hill, GORDON & GUTHRIE, 15 St. Bride
St., E.C. BATES, HENDY & Co., 21,
Cannon Street, E.C. ROBERT WATSON
160, Fleet Street, O. MITCHELL &
Co., 22, Abchurch Lane, E.C. D. J. KEENE &
Co., 1, Whitefriars St., E.C. MATEER &
COWLEY, 10, 11, 12 New Bridge St., E.C.
MITCHELL & Co., 22 Glasshouse St.,
Regent St., W.

PARIS AND EUROPE:—MAYNARD,
PAYRE & Co., 18 Rue de la Grange
Bastille, Paris. The Rev. Dr. HART,
B.C.L., 12 Rue Vienne, Paris.

NEW YORK:—THE CHINA NEWSBURY
Office, 52, West 22nd Street.
SAN FRANCISCO and American Port
generally:—BEAN & BLAKE, San Fran-
cisco.

AUSTRALIA, TASMANIA, AND NEW
ZEALAND:—GORDON & GUTHRIE, Mel-
bourne and Sydney.

CEYLON:—W. M. SMITH & Co., The
Apothecaries Co., Colombo.

SINGAPORE, STRAITS, &c.:—KELLY &
WALSH, Ltd., Singapore.

PHILIPPINE ISLANDS:—A. S. WATSON
& Co., Manila.

CHINA:—Amoy, H. CROCKET, Esq., of
N. MOORE & Co., Ltd. Foochow.
BROOKLYN & Co., Shanghai, LANKA
CRAWFORD & Co., and KELLY &
WALSH, Yokohama, LANKA CRAWFORD
& Co., and KELLY & WALSH.

PARIS TOILET CO.13, QUEEN'S ROAD CENTRAL
(Under Connaught House).

FIRST-CLASS

LADIES' & GENTLEMEN'S**HAIRDRESSING****SALOONS.**

MONTHLY SUBSCRIPTIONS TAKEN.

ALL KINDS OF

HAIR WORK DONE.**JUST RECEIVED**

A FINE ASSORTMENT OF

FANCY HAIR COMBS, etc.

Hongkong, August 8, 1906. 431

**A. S. WATSON**
& Co., Ltd.

ESTABLISHED A.D. 1841.

WINE & SPIRIT MERCHANTS.**WATSON'S****CELEBRATED**
E BLEND**VERY OLD LIQUEUR****SCOTCH - -****WHISKY.****THE FAVOURITE****SCOTCH WHISKY****THROUGHOUT THE EAST**

FOR OVER

20 YEARS.**Per Case...\$15.00.****A. S. WATSON & CO.,**
LIMITED.**ALEXANDRA****BUILDINGS.**

Hongkong, September 4, 1906.

DEATH.
MITCHELL.—On September 7th, in
England, suddenly from apoplexy, E. W.
MITCHELL, partner in Messrs Caldwell,
Macgregor and Company, aged 51 years.
(Singapore and Canton papers please
copy.)**MEMOS. FOR 'TO-MORROW.'****Miscellaneous.**9.30 a.m.—Military Gun Practice.
Goods per Denbighshire undelivered after
this date subject to rent.**General Memoranda.**SATURDAY, September 15:—
9.15 p.m.—Promenade Concert on the
Volunteer Parade Ground.MONDAY, September 17:—
Goods per Guelph undelivered after
this date subject to rent.TUESDAY, September 18:—
10 a.m.—Auction of Sundry Naval and
Vintaging Stores, at H. M. Naval
Yard.Goods per Persia undelivered after this
date subject to rent.THURSDAY, September 20:—
9 p.m.—Meeting of Kowloon Cricket
Club at Seamen's Institute, Kowloon.**The China Mail**

HONGKONG, WEDNESDAY, SEPTEMBER 12, 1906.

THE LATE MR MITCHELL.

THERE are some men who become so
identified with a place that it is difficult
to think of it apart from them. Such a
man was the late Mr F. W. Mitchell, the
news of whose death in England has
saddened so many hearts. His was a
forceful as well as a most charming
personality and the success of anything
that had the advantage of his always
generously available supervision or co-
operation was assured. A man of wide
sympathies, eminently likeable, his
death will bring a sense of loneliness
and loss to more perhaps than would
the passing from us of any of the "old
hands" whose names can be called to
mind on the moment. More particularly
to the older generation will the news of
this sudden event come as a distress-
ing reminder of the fragility of the
thread of life. Still there must be com-
fort to his family in the thought that
although he has passed beyond the
reach of praise or blame he has left
behind him an honourable record and
a memory that will be recalled with
affection and esteem while the genera-
tion that knew him survives. Few men
have ever identified themselves so closely
with all that tended to brighten exis-
tence in the Colony and, deprived of Mr
Mitchell's assistance and counsel, many
local institutions, notably the A. D. C.,
will feel that they have been bereft of
their strongest support. Nothing is
more difficult than to write of the newly
dead and we may be forgiven if we
confine ourselves to giving this brief
notice of the death of a gentleman who
in his all too brief career managed to
inspire those who had the pleasure of
his friendship with the strongest feel-
ings of respect and regard.

THE PASSING OF SHUM.

MORE than once we have strongly
expressed the opinion in these columns
that, in the best interests of foreigners
operating in the southern portion of
China, Viceroy Shum would have to
go. We were not alone in that belief.
The Acting Viceroy himself over and
over again petitioned the Throne to be
relieved of a task which he found was
beyond his capacity. He had a great
chance when the administration of the
Two Kwang was first entrusted to him
of bringing about closer and more
friendly intercourse between the people
over whom he ruled and the foreigner.
He might, had he so desired, have made
the provinces object lessons of what
could be accomplished by free and un-
restricted co-operation between the
brains and capital of the West and the
brawn of the Chinese. The boycott of
American goods gave him an oppor-
tunity of setting an example to the
gentle and common people that would
have rendered his name illustrious in
the after days. But Shum was loath to
grasp the nettle of opportunity. Rather
he sought to gain the plaudits of the
reactionary elements by countenancing
—if not encouraging—the anti-foreign
sentiment of which the boycott was
only one manifestation. The conse-

quences were inevitable. Outrages upon
foreigners occurred with alarming
frequency, and so far did the belief
of the evil-disposed in Shum's indisposi-
tion to protect foreigners carry them
that they dared a few months ago to
attack a foreign house just outside Can-
ton itself. Last of all came the shocking
murder of Dr Macdonald on the West
River. At that time we claimed that
Shum was morally responsible. Stran-
gely enough Shum's elevation to the
position, from which he is to be
transferred, was hailed with great
satisfaction by the foreigners who
had come in contact with him when he
was a Provincial Treasurer at the
end of the nineties. It will be within
the memory of many that in 1899 when
he was treasurer at Canton the foreign
community actually petitioned that he
should not be removed from his post.
Starting under such favourable auspices
he had every opportunity that a man
could desire to accomplish something
for the good of his country. Instead
of that he has influenced the minds of his
people against foreigners and has set
back the prosperity of the provinces by
his fatuous obstruction of a progressive
railway policy. As a military leader he
by no means covered himself with glory
by his campaign against the rebels in
Kwangsi, three years ago. Singularly
enough Shum is almost as unpopular
among the Chinese as with the for-
eigners. His illegal imprisonment of Lai
Kwai Fui in connection with the trouble
over the Canton-Hankow railway will
be fresh in the minds of residents,
and his summary suppression of news
papers which did not support his
reactionary views has drawn down upon
him the hatred of the more liberal-
minded and less conservative Chinese.
The appointment of Shum to this post
he is relinquishing, supplies the first
instance in the history of China of a
Viceroy ruling over the province in
which he was born. Probably it will
be the last. While we cannot con-
gratulate the people of Yun Kwai on
their gain we can heartily felicitate
the people of Kwantung, and our-
selves, upon our loss.

The rejoicing in China over the ex-
tremely non-committal Edict issued at
the beginning of the month in regard to
a Constitution seems to the unbiased
observer a little premature. To judge
by the amount of hard-earned coin that
was expended in fireworks and the
quantity of good breath that was squan-
dered in oratory, one would imagine
that the blessings of the Constitution
had already fallen like manna on the
hungry Chinese who have been starving
for centuries in the political wilderness.
There is many a slip however between
the promise and the performance and
outsiders will have some difficulty in
understanding what all the mafficking
is about. The Court has issued an
Edict which after careful study seems to
say—it would be an unwise and inex-
perienced man who would state definitely
that it "says"—that in certain con-
tingencies a Constitution may be granted
at some indefinite period in the future.
With the blisful spectacle of the results
brought about in Russia by a premature
endowment of the unit with political
rights before them, it is not to be
expected that the Court will show any
frantic haste to similarly imperil their
country—and themselves. At the
present rate of progress in China adult
suffrage might, perhaps, be granted in
about 500 years but any move in that
direction before that time would be
flying in the face of Providence. Our
successors in the year 2400 may have
the privilege of supplying the readers of
the CHINA MAIL of that date with the
terms of China's constitution. But we
doubt whether the Court will have
decided that the country is ripe for such
an innovation after such a brief period
for deliberation.

CHAMBERLAIN'S PAIN BALM.

THIS balm should occupy a promi-
nent place in every home. It has
equal for its prompt cures of cuts, burns,
bruises and sprains. For sale by all
chemists and druggists.

BY TELEGRAPH. BY TELEGRAPH.**THE TOKYO TROUBLE.****TRAMWAY PEOPLE DETER-
MINED.**

(From Our Correspondent.)

SHANGHAI, September 12.

A joint meeting of the Tokyo tramway
companies was held yesterday morning
and the proposed amalgamation of the
companies was confirmed.

It was also decided to maintain the
higher scale of fares.

PUBLIC OPPOSITION.**A Crusade of Revenge.**

A mass meeting of residents was
later held in Tokyo and it was resolved
to make the tramway companies repeat
raising the fares.

Reclamations of troops were detailed to
reinforce the police, as it was feared a
collision would take place with the
crowds in Hibiya Park.

VICEROY SHUM GOES.**NEW VICEROY APPOINTED.**

(From our Correspondent.)

SHANGHAI, September 12.

An Imperial Decree has been issued
at Peking removing Acting Viceroy
Tsun Chun-liuan, of Canton, to the
Yunkwei Provinces, where he will be
Viceroy.

Chou Fu has been appointed to
succeed Tsun at Canton.

[Chou Fu, who is to be the new Viceroy
at Canton, comes from Liang-kiang. Who's
Who in the Far East shows that he is a
native of Anhwei, and was made customs
Treasurer at Tientsin, in March, 1892. In
1896 he was acting Salt Commissioner at
Ch'ang-shu, and two years later was given a
judgeship in Chihli. He retired from the
Government service in 1899 owing to
illness, but rejoined later, being appointed
Treasurer of Szechwan in 1899, and of
Chihli in 1901, when he was given the
rank of a provincial Governor. He was
made Governor of Shantung in May, 1902,
and became acting Governor of Liang-
kiang in October, 1904, and was quite
recently in trouble owing to a number of
his enemies charging him with giving up
Chinese rights to foreigners.—Ed., C.M.]

SHUM'S REFUSAL.

(Chinese Mail's Service.)

CANTON, September 11.

It is reported here that Viceroy
Shum Chun Hsen has telegraphed the
Cabinet declining the appointment.

THE EDICT.

(Chinese Mail's Service.)

PEKING, September 11.

The following Edict has been
issued:—

Shum Chun Hsen appointed Viceroy
of Yun-Kwai.

Chou-fu appointed Viceroy of Canton
(LiangKwang.)

Ting Chen-to appointed Viceroy of
Minchi, vice Chou-fu.

Sandakan is suffering from measles.
Some 1,250 cases have occurred among the
Chinese, and one or two among the Euro-
peans. The E. M. O. informs us (North
Borneo Herald) that the epidemic is of the
very mildest nature, and that the Chinese
take practically no precautions, either to
prevent or cure it, beyond giving their
patients warm baths.

Meeting of Justices of the Peace.

A notice has been issued from the
Magistracy stating that a meeting of His
Majesty's Justices of the Peace will be
held in the Magistracy, at 2.30 p.m. on
Tuesday, the 18th of September, 1906.
Business:—To consider an application
from Mr. George Green for permission to
remove the business now carried on by
him under a publican's license on premises
No. 21 Pottinger Street under the sign of
"The Criterion Hotel," to premises No.
98-100, Queen's Road Central.

NOT IF AS RICH AS ROTHCHILDS.

IF you had all the wealth of Rothchilds,
you could not buy a better medicine
for bowel complaints than Chamberlain's
Colic, Cholera and Diarrhoea Remedy.
The most eminent physician can not pre-
scribe a better preparation for colic and
diarrhoea, both for children and adults.
The uniform success of this remedy has
shown it to be superior to all others. For
sale by all chemists and druggists.

AUSTRO-HUNGARY.**THE EMPEROR AT ISCHL.**(Exclusive Service, supplied by Reuters,
via Bombay.)

LONDON, September 12.

It is officially announced that Em-
peror Franz Joseph of Austria-Hungary
has gone to Ischl for a fortnight.
He is suffering from a slight chill.

BELGIUM AND ABYSSINIA.**COMMERCIAL TREATY
CONCLUDED.**(Exclusive Service, supplied by Reuters,
via Bombay.)

LONDON, September 11.

It is stated in Brussels that a Com-
mercial Treaty has been concluded
between Belgium and Abyssinia which
includes the most favoured nation
clause.

[REUTERS SERVICE.]

RUSSIA.**A General Massacre.**

LONDON, September 10.

In retaliation for the murder of police
and soldiers by the terrorists, the troops at
Siedlce, in Poland, began a general
massacre of civilians on Saturday evening,
and continued it yesterday. Hundreds
have been killed and wounded.

LATER.

The scenes of massacre and pillage at
Siedlce lasted for 36 hours; 100 were killed
and 300 wounded. The Jewish quarters
were looted and any one who resisted was
shot down. The Christians avoided looting
by hanging crosses on their houses.
One thousand persons, chiefly Jews, were
arrested and mercilessly flogged.

Mr. Urquhart, the British Vice-Consul
at Baku has been attacked by the assassins
inflicting six wounds with a revolver, none
of which however were serious. The
Russian Government has expressed its
regret to the Embassy and promised that
the perpetrators shall be immediately
punished.

GERMANY.**The Kaiser and the Fatherland.**

LONDON, September 10.

The Kaiser, speaking at Breslau, said, as
Frederick the Great was never left in the
lurch by God, his old ally, so the Father-
land and Silesia will remain near God's
heart.

THE MOROCCO INSURRECTION.

LONDON, September 10.

The insurgents are in possession of
Mogador, and the Government troops have
sided with the insurgents.

Guns from the "Montagu."

The four twelve-inch fifty-ton guns
have been found to be the only things worth
taking from the stranded "Montagu" at
Lunby Island. This effects a saving of
about £50,000.

A Woman Thrashed.

A Chinese woman made a somewhat
startling report at the Central Police station
last night regarding an armed robbery of
which she alleged that she had been the
victim. On investigation, however, her
story was found to be false, the facts of the
case being that the woman had been beaten
by some men whom she had been worrying
for money. It appears that she was the
owner of a cargo boat, the crew of
which had got into her debt. She worried
them for payment so consistently that the
men left her and went to work on another
boat and afterwards whenever she saw them
she called them names and made reference
to the money. This exasperated the men
who last night went to her boat and
thrashed her soundly. Three of them have
been arrested and there is a fair prospect
of the others being caught.

INFANT MORTALITY.

THE attention of the Town Council at
Johannesburg, Transvaal, was last
year directed to the fact that out of eighty-
four infants, who died in December, forty-
four of them had died of dysentery. An
investigation with a view of tracing the
source of the disease was authorized.

Under the best of conditions attacks of
dysentery are very prevalent among
children in warm weather, but in a large
majority of cases the lives of the little ones
can be saved by the use of Chamberlain's
Colic, Cholera and Diarrhoea Remedy.
This remedy always brings prompt relief,
and has never been known to fail. For sale
by all chemists and druggists.

DEATH OF MR. E. W. MITCHELL.

Quite a wave of genuine regret passed through business and other circles this morning, when the news was made public that Mr. E. W. Mitchell, of Messrs. Caldwell, MacGregor and Company, had died suddenly at home. It seemed hard for people to realize that the most popular Hongkong resident had passed away so quickly, for Mr. Mitchell was not an old man, being only 51 years of age, and on all sides one heard expressions of the most profound sorrow.

Mr. Mitchell came to the Far East from England in the late seventies, and went to Canton as tea-taster for Messrs. Thos. Rowland Company. He was an extremely successful man in this business, and when, later on, he opened a business for himself he rapidly began to accumulate money. After remaining in the tea business for ten years or more he joined the firm of Messrs. Caldwell, MacGregor and Company, which in those days (1889) was carried on under the name of A. Lowy, the latter being an agent for Caldwell, MacGregor and Company who were even then strongly established in the most important trade ports in China. Under Mr. Mitchell's management the business at Hongkong prospered until it reached the topmost position as a wine and spirit business, and after being in the service of the Company for a number of years Mr. Mitchell became a partner, and was, until he left on his trip home, the senior partner in the Far East.

It is perhaps as a sportsman and in a social light that Mr. E. W. Mitchell is best known in the Colony. We can safely say, without fear of contradiction, that there was not a branch of sport which Mr. Mitchell did not at one time or another take an active part in or support liberally. His name was figured on the race books as the owner of a subscription griffin and his name could always be depended upon to run straight. His last venture was a very successful one, for Zepher's wins of the last race meeting brought him in a considerable sum as prize money. Perhaps it would hardly be right to call Zepher's wins popular, for very few people were "on" the point as it was not expected to run at all.

He was President of the Cricket Club and has been a member and advisor for a long time past. In yachting circles Mr. Mitchell's name was well known and one of the annual fixtures was the race for the case of champagne, which he unfailingly put up for a contest. In swimming circles the form of Mr. Mitchell was well known, he usually filled the position of judge or referee, and but few, if any, could equal him in his decisions, which were always noted for their fairness. In rowing, athletics, or other sport it was the same and the course of sport will lose a strong adherent by the death of "E. W."

It was particularly in the Amateur Dramatic Club, however, that Mr. Mitchell was a tower of strength. This phrase is dragged in in many places where it is ill-fitted, but its application here is well justified with a significance that perhaps only those who have been in the Club will realize. The loss to the A. D. C. is a really tremendous one, for Mr. Mitchell took so keen an interest in all matters theatrical that he acquired a grasp of detail that made him a stage manager whose counsel it would be hard to find fault with. In addition to his knowledge of stagecraft he possessed that unchangeable pleasant and genial manner that collects genuine friends for men, and endears them to all. Longer than anyone else, perhaps, he has been associated with A. D. C. performances, and his wonderful patience with the numerous chaotic matters that have come before him has always smoothed any difficulties and led to successful productions Mr. Mitchell was always personally on hand behind the scenes taking an active part in the staging, and even up to the time of his departure he was at his post.

Generosity was a strong trait in Mr. Mitchell's character. His hand was ever ready to extend assistance to those in need of it, and every subscription list which came before the public always bore Mr. Mitchell's name as a subscriber; many of his best acts were done quietly, however, and were known only to the recipient and himself.

When Mr. Mitchell left a few months ago there were few in the Colony, except his most intimate friends, who were aware that his health showed signs of breaking down. In appearance he was as hearty as ever, and even those who were aware of his condition felt sure that the trip home would do him a world of good. It might be remembered that some time back Mr. Mitchell had a fall in the City Hall, while superintending an A. D. C. performance or rehearsal, and although the immediate effects of the accident were very pronounced, the shock had a very bad effect on his general health. However, the trip home apparently did him good, for Mrs. Mitchell, writing about a month ago, remarked that Mr. Mitchell had improved considerably after a trip to Scotland, where he went to visit his old friend Dr. Lawson. Mr. Mitchell was staying in Bedford, with his wife and family, and was expected to leave for Hongkong in the "Nubia." Death took place from apoplexy on September 7, though the news was not received in the Colony until this morning.

Mr. Mitchell leaves a wife and family of seven children, five boys and two girls, all of whom are at present in England, having accompanied Mr. Mitchell on his holiday. Mrs. Mitchell is the daughter of Mr. and Mrs. G. R. Lamont and was married something like fifteen years ago.

IN MEMORIAM.

E. W. M.
September 7, 1906.
How great our loss! But greater still Relief to him who left us ill!
His stricken frame could never withstand The Power of Death's almighty hand.
Our loss is great! No more will be Our Theophrastus so skilfully— His latest "call" has been obeyed— His in the grave he's gently laid.
Great is our loss! The cricket field Will no more see him watch us wield The bat and ball in petty strife— He's played and won his Match of Life.
How great our loss! Yet most shall we Regret his personality Which now from us has been removed By whom he was so much beloved.
POLYX.

SPORTING.

Lawn Bowls.

The following are the drawings in the second round of the competitions now being held by the Kowloon Bowling Green Club. The different times are to be completed by October 11:

CLUB CHAMPIONSHIP.
R. Whyte, bye.
Wm. Ramsay v. T. Skinner.
G. K. Haxton v. T. Neave.
W. J. Crawford v. T. Wright.
R. Lapsley v. J. M. Henderson.
A. Ritchie v. R. H. Baxter or G. Wilson.
D. McIntyre or R. Hunter v. A. A. Milroy.

PRESIDENT'S COMPETITION.
G. K. Haxton v. A. Ritchie.
T. Skinner v. G. Edwards.
Wm. Ramsay v. A. Ramsay.
T. Neave v. R. Whyte.
A. A. Milroy v. W. J. Crawford.
R. Lapsley v. R. H. Baxter.
A. Nicholson v. T. Wright.
Wm. Russell v. R. Hunter.

VICE-PRESIDENT'S COMPETITION.
R. Whyte, bye.
Wm. Russell v. F. H. Dixon.
J. Ramsay v. G. T. Wilson.
G. K. Haxton v. R. Hunter.
J. C. Goo v. D. McIntyre.
G. R. Edwards or R. Hunter v. A. Ramsay.
T. Wright v. T. Skinner.
Dr. Swan v. W. J. Crawford.

Cricket.

The annual meeting of the Kowloon Cricket Club will be held at the Seamen's Institute on Thursday, the 20th inst. at 8 p.m.

ROYAL HONGKONG GOLF CLUB.
The following cards were returned at the meeting held at Happy Valley from 9th to 10th September:

ROBERTSON'S FIVE FIFTY FIFTY.
Mr. R. J. Grist 79-4-75
Mr. H. Finckley 80-12-78
Mr. T. R. Barry, R.N. 79-8-79
Mr. T. S. Forrest 79-4-83
Major Pater, R.W.M. 81-8-84
21 entries.

Mr. C. R. Down, R.A. 82-7-76
Mr. J. Clark 76-1-76
Mr. E. R. Barry, R.N. 79-8-79
Mr. T. S. Forrest 79-4-83
17 entries.

The Next Swimming Fete

On Friday next the V.R.C. will hold a swimming fete at night, commencing at nine o'clock. In order to seat all spectators additional accommodation has been provided, which, it is expected, will be ample.

The band of West Kent regiment has been arranged, and given a fine night, the success of the last fete will be rivaled, if not eclipsed. As usual the Sports will open with a two lengths' handicap and from the entries received the race promises to be more than usually exciting. In the first heat C. M. S. Alves (receives 10) has been given an additional two seconds, and Ribeiro (receives 8) has had one put on. White (receives 15) did well in the last handicap, being only just beaten in his heat, and should make a good showing this time. E. Humphreys (receives 6) has not been training lately and is not likely to swim as well as he might, while both Pereira (receives 6) and N. H. Alves (receives 1) have been well handicapped. Could C. M. S. Alves be depended on he ought to be able to win, but on his form to-date his chances are not bright. Ribeiro should win the heat; N. H. Alves second.

Scriven has been very well treated in the second heat, receiving nine seconds from C. Humphreys (scratch). The latter did a good sprint last week and with steady training would have to be reckoned with. A steadily improving swimmer is Souza (receives 15); he went close to winning last time, and has even a better chance now. Lopes (receives 7), Bains and Barros (receive 6) will have to exert themselves to win, but the chances are in favour of Souza or Scriven winning.

The finest race of the evening should be witnessed in the third heat. Netto (receives 12) has to be considered; he made a good showing in the last race. Gray (receives 8) is an unknown quantity but, Lamont, on the same mark, is not a likely winner. Romodios (receives 7) and Lyon (receives 2) are fairly handicapped, while Witcheil, the scratch man, has a stiff task in front of him. The men should finish in a bunch, with Remedios in front and Witcheil second.

The final is certain to be as close event. The lantern, blindfold, and lottery races are expected to prove amusing, while the two diving events will also provide entertainment.

"A very good item—and one which usually raises the spectators to enthusiasm—is the team race, in which four relays of six men each will compete against each other. On paper Witcheil's or Humphreys' team appear the best of the four, but so many surprises have been effected in this class of racing that it is difficult to express a definite opinion.

The evening's sport will close with a water polo match and a close game should result, though artificial light is not so conducive to good play as daylight. Witcheil has a well balanced team but is lacking a tried goal-keeper, in which department the other team is strong.

Interport Cricket.

We understand (says the Times of Ceylon) that it is proposed to send a Ceylonese Cricket Team to Singapore next year. It will be under the auspices of the Colts

Club, and the first steps towards the project have already been taken.

Mr. T. W. Burgess, the well known swimmer, has made another attempt to swim the English Channel, says a telegram from London, dated August 10.

He was in the water for 8½ hours and managed to get within six miles of Greenore, on the coast of France, when he had to be taken into the accompanying boat, through exhaustion.

INDIANS AND CHINESE.

A Robbery at Yaumati.

There seems to be a chance of the race trouble at Yaumati between the Indians and Chinese being revived, and the police are consequently taking precautions to keep order. Extra police are still on duty in the district but notwithstanding their presence a Chinaman was held up last night by two Indians and robbed of his umbrella. This was apparently all that the Indians wanted, for they did not go through the man's pockets or in any other way molest him.

On being released the Chinaman at once hurried to the police station and reported the robbery but he declared that he could not recognise the Indians, whom he described as soldiers because they were wearing military bolts.

Inquiries are on foot but in the circumstances there is little chance of the Indians being caught.

THE FAR EAST.

Points from the Press.

CHINA'S CONSTITUTION.

The grant of a constitution to China is postponed indefinitely. Such is the tenor of the Imperial Edict, issued on September 1, which had been so eagerly awaited by many thousands throughout China. As a constitution could only have been a small factor in the achievement of the end in view, the N. C. *Shen Bao* writes that they may regard its postponement, even indefinitely, with equanimity. The only significance that would attach to the Imperial veto turns on the question whether it is based on a genuine desire to postpone measures for reform, or whether it represents the triumph of reactionary interests over the more enlightened school of thought in China. The history of the next few years will decide this point. The next least disconcerting feature in the situation is the fact that it seems as if a very small section of the reform party had a clear conception of the goal to be kept in sight. There is no wide popular clamour for administrative reform and official honesty, without which there can be no real China for the Chinese. So far the only outcry has been against reform. If this be the case, it is to be hoped that now that the attention of reformers has been directed to the shortcomings of their own governing class. It may be that those who have advocated the grant of a constitution may have considered this the best method to attain administrative reform. If this be the case, it is to be hoped that now that the one method has failed they will try more direct means by raising their voice against the corrupt administration, extending from the highest to the lowest official, that is oppressing the people of the country. The awakening of China, however, cannot be accomplished in the Imperial Palace. Her millions still remain ignorant, inert and inarticulate. Could they but be aroused, some vitality would be given to the cry for Reform, which to day seems confined to those who will not themselves reform.

WEATHER REPORT.

The following notice is issued by Mr. Figg of the Hongkong Observatory:—
On the 12th at 11.35 a.m. The barometer has risen over Formosa, and the S.E. and E. Coasts of China, and is little changed elsewhere.

A circular depression appears to have formed, or to be forming in the low pressure trough to the northward of Hongkong, probably in from 18° to 20° Lat.
Pressure remains high over E. Japan and also to the N.W. of China. The most important departures from the norm are shown, over E. Japan where pressure is from 0.2 to 0.3 inch in excess, and in the neighbourhood of Hongkong where it is in defect about 0.1 inch.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.17 inches.

Forecast for the 24 hours ending at noon to-morrow.

FORECAST DISTRICT.

1.—Hongkong and Neighbourhood: N. E. winds, fresh to strong; squally showers.
2.—Formosa Channel: N.E. winds, strong.

3.—South coast of China between Hongkong and Lamook: Same as No. 1.

4.—South coast of China between Hongkong and Hainan: N. winds, strong.

Mountain Climbing.

Dr. William Hunter Workman and his wife, the well-known American explorers, have ascended a mountain in Kashmir to a height of 23,000 feet.

A writer in the Sydney *Referee* gives a highly imaginative and very amusing account of the King at Epsom on Derby day, at which no one would laugh louder than His Majesty himself: by chance he ever read what was said of him. We call the following from the account in question: "The King strolls round amongst his subjects in a style that must make Continental rulers sit up and stare; but probably our Edward is the most popular man with all classes in England to-day. 'What would you like to-day, sir?' says a large-bodied bookie; and the King, in his drowsy, drawing way, asks: 'Book me 6 to 1 on a sprinter?' Well, five is the market price says the other, but 'saint' it's you, I'll strain the point, and he books the wager just to what he likes to do."

PNEUMONIA.

THIS disease always results from a cold or from an attack of influenza. Chancery's Cough Remedy quickly cures these ailments and counteracts any tendency toward pneumonia. It is made especially for these and similar ailments, and can always be depended upon. For sale by all chemists and druggists.

SHANGHAI IN PARAGRAPHS.

(From Our Correspondent.)

SHANGHAI, September 12.

This has been a week of excitement, but some of the news has been extremely sad and that more especially refers to the untimely death of Dr. Curt Scholtz, the German Acting Consul General. They say the good die young and this instance certainly illustrates the adage because Dr. Scholtz was a man of exceptional diplomatic brilliancy as his youth—he was only thirty-eight. Although he was only eleven months in our midst he will be deeply missed as his decisive methods have been keenly appreciated by the German community and marked with approval by other nationals. Typhus was his undoing, and although every care was given him during four weary weeks, the dread scourge gained the day and Bubbling Well Cemetery claims for its own yet another man who has done good for Shanghai.

In brighter vein we have had the arrival of Sir John Jordan, on route for Peking, and Shanghai has seized the opportunity to say endless pretty and well written phrases about the new British Minister. They are all meant, too, but I do think Hongkong would have done something more than speak. They would have given him a rousing welcome, and dinners, fetes, etc., would have been the order of the day. It is the old cry, we have no organisation, and events worth noting go past un-noticed, and the indifferent Britisher inwardly confesses his fault but does not amonish his inactivity to his neighbours, then the time for doing anything flies away and there is only the after feeling of sorrow. Some say that if Sir Pelham Warren had not been absent some official welcome might have been accorded our distinguished visitor, but without wishing to be disrespectful I somewhat doubt the probability because energy and a sense of the fitness of things have not always influenced our worthy British Consul General.

At last the traditions in the French Concession have seen their commencement and when they are in proper working order they bid fair to revolutionise the place. For a long time Britishers have looked here, not, of course, because of the forthcoming tramlines, but because of the freshness of the neighbourhood and the difficulty of finding suitable residences at moderate rentals in the Bubbling Well district, and this has all united to send up the price of land to very big sums. In fact, there is quite a boom in land purchase and the plans are realised there will in a few years arise a new and vast French Concession quite out of keeping with its present somewhat struggling pretensions.

Shanghai is becoming far too modernised in the worst sense of the word for travellers in the East. We have grown used to the monstrous advertising placards stuck at random in England's fairest meadows but it is a shock when coming up by launch from Woonsoo to Shanghai to see a row of placards, each one several yards apart, telling the visitor where he can go to, what he can drink and eat and buy and in fact giving him a history in brief of the Settlement. Shanghai is not pretty and the best part of it is this approach because the paddy fields and rushes look fresh and green and you forget the dreary fatness, but even this has been destroyed and the whole of the place reduced to the same dull ugliness.

The Municipal Council deserve a word of praise. It does sound strange but all the same it is a fact. They at least look after the health of the public as far as they are able and quite apart from their published warnings as to the proper care of food and what may and what may not be eaten, they are very energetic in sending round sanitary inspectors even to the remotest districts within the Settlement. A drain stopped with mud, too many Chinese latrines huddled together in the back quarters of a foreign house, a little heap of garbage thrown carelessly down, all such small dangers are discovered, the guilty parties severely reprimanded and landlords very promptly forced to repair faulty surface drains. It is well because careless householders and their servants do not like a scolding and it is an incentive to conform to rules which although drawn up for their own benefit they otherwise would be too lazy to adhere to.

Leaving alone the surly unloveliness of the Japanese male, the land of the Golden Chrysanthemum is a place of sunny smiles and when gravely behaved members of the white world travel thence they are apt to cast aside inborn customs and frolic in a spirit of light-hearted revelry. This is very nice and a holiday feeling creeps over us at the reflection. Even from the pulpit it is admitted that man has a right to enjoy himself and many teachers of the Word set the good example, but it has been reserved for a Shanghai clergyman to act up thoroughly to what he preaches. It was a very pretty sight, I am told, to see the reverend gentleman in question, clothed in a highly respectable bathing costume, allowing young lady members of his congregation who had happened to summer at the same spot, to climb on his capacious back and from thence take headers into the briny.

These wharves will be supported on pillars of concrete 4 feet 6 inches in diameter and the front row of pillars will go down very deep. Those out near the extreme end of the wharf will go down 39 feet.

The first of these wharves was started four months ago and is expected to be finished early next year.

Erected upon the wharves are the conveying systems. The machinery on each wharf will be capable of taking 200 tons of coal on board out of the hold of a collier, and putting it in the storage shed which lies parallel to the wharf on the shore. The work of putting coal in a battleship can be done at least twice as fast, because the coal can be deposited in the ship's bunkers with the assistance of gravity.

Along the outer edge of the wharf there is an elevated bunker-running the entire length. This is divided into compartments of about 10 feet each. Each compartment is thus a small bunker with a sloping bottom and a door near the bottom on the seaward side. The four belt conveyors carry coal in a steady stream through the shed on the wharf to the wharf bunker.

A conveyor which runs perpendicular to the main belt line takes the coal and distributes it to any of the compartments on the main line. Thus coal

can be brought from any place in the storage shed to any point along the outer edge of the wharf without the direct use of manual labor in any way, and any bunker on a wharf can be filled independently of the others. When the doors of the separate wharf bunkers are opened the coal slides down by gravity through chutes into the ship.

Coal is taken from the colliers by means of travelling cranes. These run along the top of the wharf bunkers, each provided with a clam shell bucket or rried on an arm projecting over the ship. The coal is dredged out of the collier as mud is scooped up out of harbours. Conveyors carry it back to the storage shed. All the apparatus is operated by electricity.

On July 25, the British steamer, "Al-dershot," of London, 1,354 tons, Captain W. W. Adam, arrived in Sandakan from Hongkong in ballast, and after stopping in Kudat for a few hours proceeded to Tanjong Batu to load Mangrove ore. The "Al-dershot" has dead weight carrying capacity of 3,180 tons, and after loading 3,060 tons of the ore will proceed direct to Mampoy, near Liverpool, to which port the Mangrove is consigned, the first port of call on the way being Colombo. The "Al-dershot" is probably the first vessel carrying a cargo direct from North Borneo to England, and marks a new era in the history of the State. Captain Adam reported having experienced a typhoon in the China sea, the days run on one occasion being only 90 miles.

Wm. Dawson, Commander, R.N. writes to the *Standard* thus:—Time was when shipping companies, merchant adventurers, and commanders, secured under a ship daily in long yago ships, such as was then, and is still, usual in Chinese waters. This still continues to be daily observed in even the smallest of the King's ships, as well as in some well managed merchant vessels. Attendance at Divine worship at sea was often one of the articles of agreement signed by merchant seamen, with living memory. It brings in brotherly feelings and calmness, consideration for others, contentment, discipline, good cooking, and clean forecassles. Unhappily, in the majority of British cargo ships this ancient custom of the sea is in abeyance. A difficulty sometimes arises from the absence of the requisite books for united prayer and praise. If these are not provided before the ships leave home, they cannot be supplied at sea, nor always be procured in foreign lands. To meet this practical want, a few friends of sailors have enlisted the Missions to Seamen to place "service boxes," containing the requisite Bibles, prayer, hymn, and sermon books, for the use of the crew, on board 800 ships in the last few years, conditional on some one on board pledging himself to conduct united worship on board, at least every Sunday, with the captain's permission. Seamen of various nationalities and creed thus assemble to worship the common Father of all men, the high seas, and encouraging reports have been received from several ships with mixed crews, telling of the Divine Services held, and of the most interesting and satisfactory results evidenced in the natural good feeling, general happiness, and cheerful conduct of all on board. Naturally the demand for "service boxes" grows with such experience, and the special fund generously subscribed for this purpose is exhausted. They cost from 18s. to 23s. each, according to the number of the crew. As the arrangements are generally made at the last moment, as the vessels are leaving dock, each chaplain is asked to bring a stock in hand ready for issue. About £200 would suffice for a year's supply. "Service boxes" or the means of providing them, would be very gratefully received by the Missions to Seamen, 11, Buckingham-street, Strand, London, W.O.

The Docks in the Philippines.
Manila threatens our Docks with extinction. The *Collieries* proclaims in big headlines that the new Naval Yard at Port Olango on Subic Bay will be the biggest and best East of Suez. They say they will be able to do a battleship there without manual labour in five hours. "The plans involve an expenditure of \$10,000,000 to begin with. The elaborate coaling facilities are the principal features, although they will cost only about a third of the total expenditure. Besides the dry-dock and the coaling plant there will be eight big buildings, more than a city block in length and half as wide, which will be used as shops. There will be quarters for men and officers detailed to be at Olango and a big recreation ground. The harbour will be so heavily fortified that it will be impossible for any enemy to make a successful attack from the sea.

The coaling plant is by all odds the most interesting part of the scheme. There are to be six units, all in duplicate. Each unit is made up of a steel and concrete wharf, a storage shed of 15,000 tons capacity and coal handling apparatus consisting of belt conveyors and large travelling cranes, with clam shell buckets for unloading colliers. The capacity of the storage shed on each wharf is sufficient to coal four to six large ships. Each unit will cost approximately half a million dollars.

The whole construction will be massive, and not a bit of wood will be used. This is chiefly for the reason that the teredo or white ant honeycombs timber construction so rapidly that its life is very short. Each wharf will be 250 feet long and 80 feet wide and that will be plenty big enough to berth the largest battleship. The deck of the wharf will be 42 inches thick along the outer edge, where the load is heaviest, and 24 inches in toward the shore. A concrete retaining wall is being built along the shore and the decks of the wharves will be built right into this retaining wall at the shore end.

These wharves will be supported on pillars of concrete 4 feet 6 inches in diameter and the front row of pillars will go down very deep. Those out near the extreme end of the wharf will go down 39 feet.

The first of these wharves was started four months ago and is expected to be finished early next year.

Erected upon the wharves are the conveying systems. The machinery on each wharf will be capable of taking 200 tons of coal on board out of the hold of a collier, and putting it in the storage shed which lies parallel to the wharf on the shore. The work of putting coal in a battleship can be done at least twice as fast, because the coal can be deposited in the ship's bunkers with the assistance of gravity.

Along the outer edge of the wharf there is an elevated bunker-running the entire length. This is divided into compartments of about 10 feet each. Each compartment is thus a small bunker with a sloping bottom and a door near the bottom on the seaward side. The four belt conveyors carry coal in a steady stream through the shed on the wharf to the wharf bunker.

A conveyor which runs perpendicular to the main belt line takes the coal and distributes it to any of the compartments on the main line. Thus coal

can be brought from any place in the storage shed to any point along the outer edge of the wharf without the direct use of manual labor in any way, and any bunker on a wharf can be filled independently of the others. When the doors of the separate wharf bunkers are opened the coal slides down by gravity through chutes into the ship.

Coal is taken from the colliers by means of travelling cranes. These run along the top of the wharf bunkers, each provided with a clam shell bucket or rried on an arm projecting over the ship. The coal is dredged out of the collier as mud is scooped up out of harbours. Conveyors carry it back to the storage shed. All the apparatus is operated by electricity.

On July 25, the British steamer, "Al-dershot," of London, 1,354 tons, Captain W. W. Adam, arrived in Sandakan from Hongkong in ballast, and after stopping in Kudat for a few hours proceeded to Tanjong Batu to load Mangrove ore. The "Al-dershot" has dead weight carrying capacity of 3,180 tons, and after loading 3,060 tons of the ore will proceed direct to Mampoy, near Liverpool, to which port the Mangrove is consigned, the first port of call on the way being Colombo. The "Al-dershot" is probably the first vessel carrying a cargo direct from North Borneo to England, and marks a new era in the history of the State. Captain Adam reported having experienced a typhoon in the China sea, the days run on one occasion being only 90 miles.

Wm. Dawson, Commander, R.N. writes to the *Standard* thus:—Time was when shipping companies, merchant adventurers, and commanders, secured under a ship daily in long yago ships, such as was then, and is still, usual in Chinese waters. This still continues to be daily observed in even the smallest of the King's ships, as well as in some well managed merchant vessels. Attendance at Divine worship at sea was often one of the articles of agreement signed by merchant seamen, with living memory. It brings in brotherly feelings and calmness, consideration for others, contentment, discipline, good cooking, and clean forecassles. Unhappily, in the majority of British cargo ships this ancient custom of the sea is in abeyance. A difficulty sometimes arises from the absence of the requisite books for united prayer and praise. If these are not provided before the ships leave home, they cannot be supplied at sea, nor always be procured in foreign lands. To meet this practical want, a few friends of sailors have enlisted the Missions to Seamen to place "service boxes," containing the requisite Bibles, prayer, hymn, and sermon books, for the use of the crew, on board 800 ships in the last few years, conditional on some one on board pledging himself to conduct united worship on board, at least every Sunday, with the captain's permission. Seamen of various nationalities and creed thus assemble to worship the common Father of all men, the high seas, and encouraging reports have been received from several ships with mixed crews, telling of the Divine Services held, and of the most interesting and satisfactory results evidenced in the natural good feeling, general happiness, and cheerful conduct of all on board. Naturally the demand for "service boxes" grows with such experience, and the special fund generously subscribed for this purpose is exhausted. They cost from 18s. to 23s. each, according to the number of the crew. As the arrangements are generally made at the last moment, as the vessels are leaving dock, each chaplain is asked to bring a stock in hand ready for issue. About £200 would suffice for a year's supply. "Service boxes" or the means of providing them, would be very gratefully received by the Missions to Seamen, 11, Buckingham-street, Strand, London, W.O.

The Docks in the Philippines.
Manila threatens our Docks with extinction. The *Collieries* proclaims in big headlines that the new Naval Yard at Port Olango on Subic Bay will be the biggest and best East of Suez. They say they will be able to do a battleship there without manual labour in five hours. "The plans involve an expenditure of \$10,000,000 to begin with. The elaborate coaling facilities are the principal features, although they will cost only about a third of the total expenditure. Besides the dry-dock and the coaling plant there will be eight big buildings, more than a city block in length and half as wide, which will be used as shops. There will be quarters for men and officers detailed to be at Olango and a big recreation ground. The harbour will be so heavily fortified that it will be impossible for any enemy to make a successful attack from the sea.

The coaling plant is by all odds the most interesting part of the scheme. There are to be six units, all in duplicate. Each unit is made up of a steel and concrete wharf, a storage shed of 15,000 tons capacity and coal handling apparatus consisting of belt conveyors and large travelling cranes, with clam shell buckets for unloading colliers. The capacity of the storage shed on each wharf is sufficient to coal four to six large ships. Each unit will cost approximately half a million dollars.

The whole construction will be massive, and not a bit of wood will be used. This is chiefly for the reason that the teredo or white ant honeycombs timber construction so rapidly that its life is very short. Each wharf will be 250 feet long and 80 feet wide and that will be plenty big enough to berth the largest battleship. The deck of the wharf will be 42 inches thick along the outer edge, where the load is heaviest, and 24 inches in toward the shore. A concrete retaining wall is being built along the shore and the decks of the wharves will be built right into this retaining wall at the shore end.

These wharves will be supported on pillars of concrete 4 feet 6 inches in diameter and the front row of pillars will go down very deep. Those out near the extreme end of the wharf will go down 39 feet.

The first of these wharves was started four months ago and is expected to be finished early next year.

Erected upon the wharves are the conveying systems. The machinery on each wharf will be capable of taking 200 tons of coal on board out of the hold of a collier, and putting it in the storage shed which lies parallel to the wharf on the shore. The work of putting coal in a battleship can be done at least twice as fast, because the coal can be deposited in the ship's bunkers with the assistance of gravity.

Along the outer edge of the wharf there is an elevated bunker-running the entire length. This is divided into compartments of about 10 feet each. Each compartment is thus a small bunker with a sloping bottom and a door near the bottom on the seaward side. The four belt conveyors carry coal in a steady stream through the shed on the wharf to the wharf bunker.

A conveyor which runs perpendicular to the main belt line takes the coal and distributes it to any of the compartments on the main line. Thus coal

NEW CONNAUGHT HOTEL.

HIGH-CLASS HOTEL.

UNDER STRICTLY AMERICAN MANAGEMENT.

HOT AND COLD WATER THROUGHOUT.

TABLE D'HOTE. CUISINE EXCELLENT.

COMMODIOUS ROOMS WITH EVERY COMFORT.

For Terms, apply to

A. W. SLATON, Manager.

Hongkong, April 12, 1906. 700

The ROBINSON PIANO COMPANY, LTD.

Shipping.

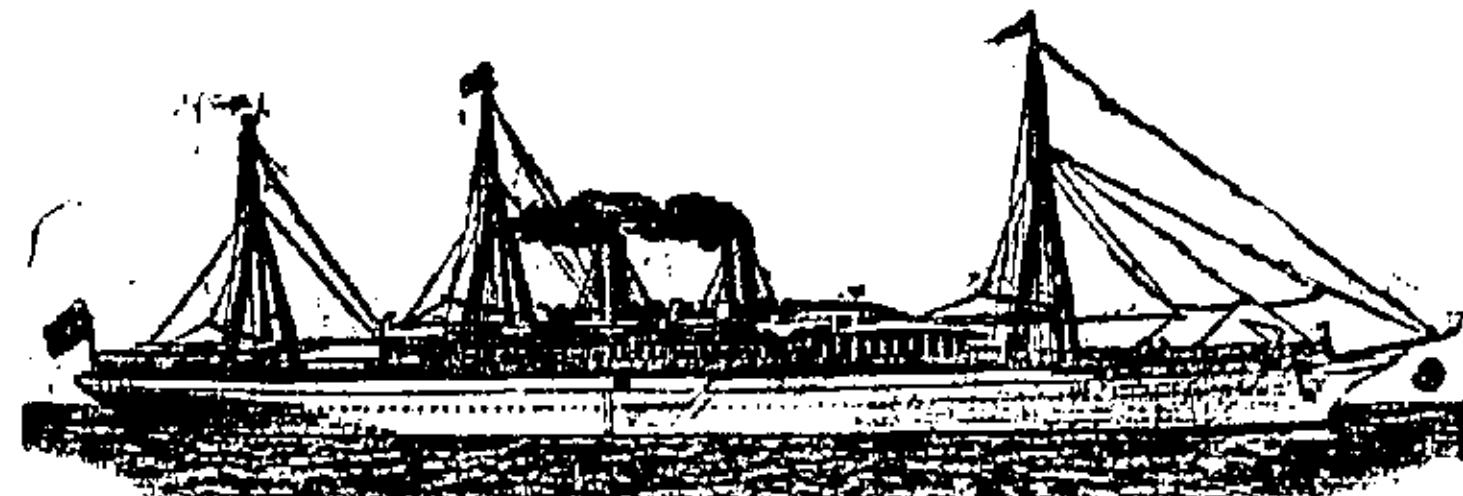
PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE named—

TO	DATE	REMARKS
LONDON & ANTWERP, Via Suez, Pango, Ocho, Port Said, and Marseilles.	13th September	Freight and Passage.
YOKOHAMA, via SHANGHAI, OCHINGWANTO, MOU, and KOBE.	16th September	Freight only.
SHANGHAI.	19th September	Freight and Passage.
LONDON, via UGUA PORT, DEVAHIA, and Cape T.H. HIDEKNE.	22nd September	Freight and Passage.

E. A. HEWETT, Superintendent

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



LUXURY—SPEED—PUNCTUALITY.

The only line that MAINTAINS a Regular Schedule of 11 Days across the Pacific in the "EMPIRESS LINE" Saving 3 to 10 Days Ocean Travel.

NAME	DATE	TO	FROM
EMPIRESS OF JAPAN	13th Sept.	Yokohama	London
EMPIRESS OF CHINA	20th Sept.	Yokohama	London
EMPIRESS OF INDIA	27th Sept.	Yokohama	London
EMPIRESS OF AUSTRALIA	4th Oct.	Yokohama	London

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express and at Quebec with the Company's new palatial "EMPIRESS" Steamship, 14,000 tons register. The trip to London, via Liverpool being 22 1/2 days from Yokohama, and 29 1/2 days from Hongkong.

For further information, apply to the General Agent, D. W. CRADOCK, 100, Queen Street, Hongkong.

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS	SHIP	SAILING DATE
MARSEILLES, LONDON AND ANTWERP, Via SINGAPORE, PENANG, COLOMBO AND PORT SAID.	SADO MARU, Capt. Geo. Anderson	WEDNESDAY, 13th Sept., at Daylight.
	BINGO MARU, Capt. F. Sommer	WEDNESDAY, 20th Sept., at Daylight.
	KAWACHI MARU, Capt. H. Peterson	WEDNESDAY, 27th Sept., at Daylight.
VICTORIA, B.C., and SEATTLE, WASH., Via KEELUNG, SHANGHAI, MOU, KOBE AND YOKOHAMA.	SHINANO MARU, Capt. K. Kawara	MONDAY, 17th Sept., at 4 p.m.
	AKI MARU, Capt. M. Yagi	MONDAY, 24th Sept., at 4 p.m.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE.	KUMANO MARU, Capt. H. Hunter	SATURDAY, 29th Sept., at Noon.
	YAWATA MARU, Capt. W. Townsend	FRIDAY, 2nd Oct., at Noon.
BOMBAY, Via SINGAPORE AND COLOMBO.	COLOMBO MARU, Capt. J. Nagao	TUESDAY, 25th September, 9th October.
NAGASAKI, KOBE AND YOKOHAMA.	YAWATA MARU, Capt. W. Townsend	WEDNESDAY, 3rd Oct., at Noon.
SHANGHAI & KOBE.	YAWATA MARU, Capt. A. Keith	22nd September.
KOBE AND YOKOHAMA.	SANUKI MARU, Capt. N. Mathieson	22nd September.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round the World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, &c., apply to the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

A. S. MIHARA, Manager.

GREAT NORTHERN STEAMSHIP COMPANY

Operating the New Twin Screw Steamships MINNESOTA - DAKOTA

28,000 TONS
BETWEEN YOKOHAMA, KOBE, NAGASAKI, SHANGHAI, HONG KONG AND SEATTLE, U. S. A.

Sailing Dates Subject to Change.

DAKOTA	Captain E. FRANKS	On TUESDAY, 18th September, at Noon.
MINNESOTA	Captain J. H. RIMMER	On MONDAY, 3rd Oct., at Noon.

Direct connections at Seattle with Great Northern and Northern Pacific Railways for all points in the United States and Canada; also with Atlantic Steamship Lines for all points in Great Britain and on the Continent.

Direct connection at Hong Kong for Manila, Straits Settlements, Java, India, London and Paris.

LUXURIOUS PASSENGER ACCOMMODATIONS—Suites and Staterooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephone, etc.

Trans-Pacific Cabin passengers may travel by rail if desired between ports of Yokohama, Kobe and Nagasaki, without extra charge.

For convenience of country cabin passengers return tickets are interchangeable with regular mail lines between Japan, China and Hong Kong.

For full information regarding freight or passage apply to

NIPPON YUSEN KAISHA, Agents.

Shipping.

OCEAN STEAMSHIP COMPANY, LIMITED

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT. MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN, NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM	STEAMERS	TO
GLASGOW AND LIVERPOOL	MOYNE	13th September.
GLASGOW AND LIVERPOOL	AGAMEMNON	13th "
GLASGOW AND LIVERPOOL	CALCUTTA	20th "
GLASGOW AND LIVERPOOL	MENELAUS	27th "
GLASGOW AND LIVERPOOL	NINGCHOW	27th "

FOR	STEAMERS	TO
GENOA, MARSEILLES & LIVERPOOL	PERUS	15th September.
LONDON, AMSTERDAM & ANTWERP	CYCLOPS	25th "
HAVRE, ROTTERDAM & LIVERPOOL	KINTUCK	3th "

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH THE NORTHERN PACIFIC RAILWAY CO.

TAKING CARGO ON THROUGH BILLS OF LADING TO ALL PORTS AND COMMON POINTS IN THE UNITED STATES OF AMERICA AND CANADA.

FROM	STEAMERS	TO
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, via NAGA-SAKI, KOBE & YOKOHAMA.	NINGCHOW	20th September.
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	NINGCHOW	20th "

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO
SHANGHAI	NANCHANG	17th September.
MANILA	TAMING	18th September.
SHANGHAI	SHAOGHONG	20th September.
TIENSIN	LIANGCHOW	22nd September.

The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light, Unrivalled Table, A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon suitcases. Electric Light—Perfect Cuisine—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Date
ZAPIRO	2540	R. Rodger	Manila	SATURDAY, September 15, at 12 o'clock Noon.
RUBI	2540	R. Almond	Manila	September 22, at 12 o'clock Noon.

For Freight or Passage, apply to Shewan, Tomes & Co., General Managers.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

S.S. SOUTH AMERICA.....About 10th October, 1906.

For Freight and further information, apply to SHEWAN, TOMES & CO., General Agents.

COMPAGNIE DES MESSAGERIES MARITIMES. PAQUEBOTS-POSTE FRANCAIS. FOR SHANGHAI, KOBE AND YOKOHAMA.

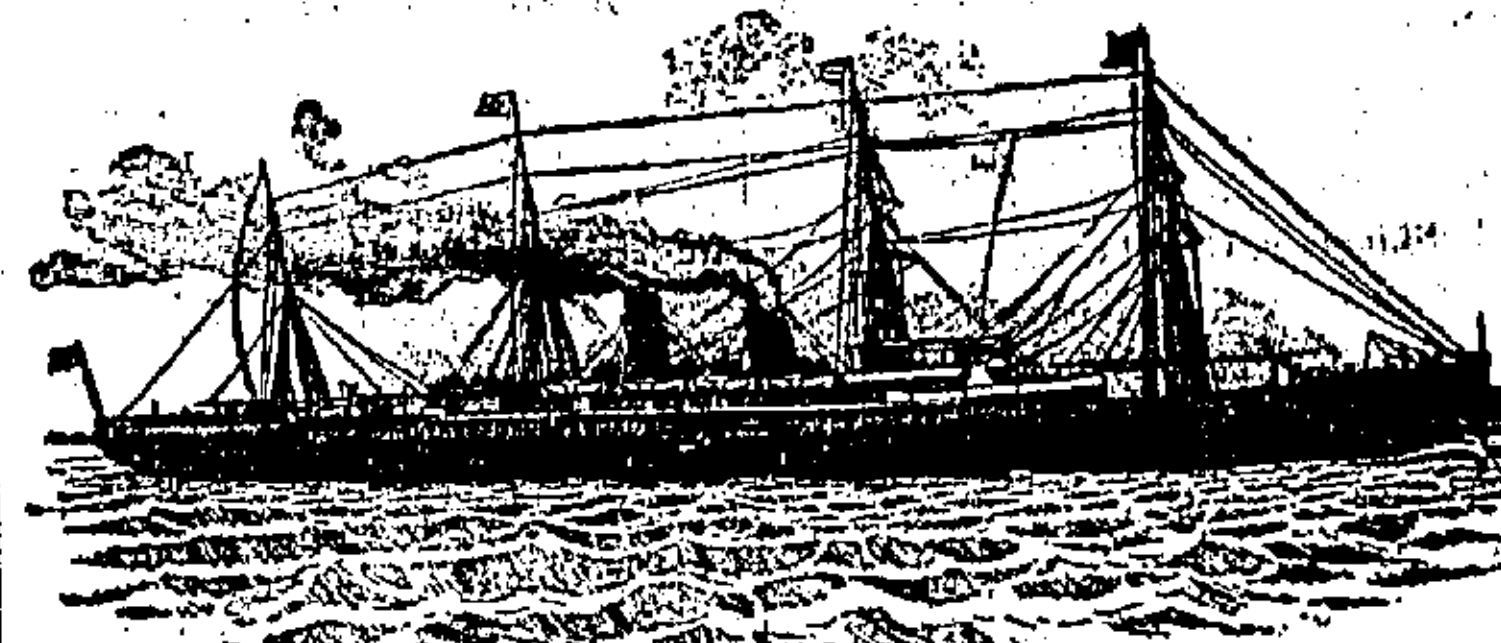
THE Company's Steamship OCEANIC, Captain R. GLENN, will be despatched as above on or about 17th September. For Freight, etc., apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, (Hotel Mansions), Hongkong, August 17, 1906.

Shipping.

PACIFIC MAIL S.S. CO. OCCIDENTAL AND ORIENTAL S.S. CO. TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU. TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via HONOLULU, OAHU, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).	DATE	TO
DORIC	14th Sept.	at Noon.
COPTIC	22nd Sept.	at Noon.
HONGKONG MARU	22nd Oct.	at Noon.
KOREA	12th Oct.	at Noon.
AMERICA MARU	23rd Oct.	at Noon.
SIBERIA	30th Oct.	at Noon.
CHINA	6th Nov.	at Noon.
MONGOLIA	13th Nov.	at Noon.
NIPPON MARU	20th Nov.	at Noon.

RECORD FAST TRIPS.
Yokohama to San Francisco, via KOREA, 18,000 tons. September 14-27th 1905; 10 days, 11 hours and 5 minutes.
San Francisco to Honolulu, via SIBERIA, 18,000 tons. August 16th-20th, 1905; 4 days, 19 hours.
San Francisco to Yokohama, via SIBERIA, calling at Midway Islands and Honolulu en-route, August 16th-31st, 1905, 13 days, 13 hours.
Yokohama to San Francisco, via SIBERIA, 18,000 tons, Oct. 13th to 23rd, 1905 10 days, 10 hours and 29 minutes.

THE O. & O. Steamship DORIC will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, (INLAND SEA), KOBE, YOKOHAMA and HONOLULU, on FRIDAY, the 14th September, 1906, at Noon, taking cargo for Japan and the United States.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Veracruz, and Danzera, and to ports in Mexico, Central and South America, by the Company's connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS.

S. SILVERSTONE, Agent.

PORTLAND & ASIATIC S.S. CO.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, via KURE, MOU, KOBE & YOKOHAMA; FOR PORTLAND, OREGON.

OPERATING IN CONJUNCTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP	DATE	TO
NICOMEDIA	15th Sept.	at Noon.
NUMANTIA	22nd Sept.	at Noon.
ARABIA	29th Sept.	at Noon.
ARAGONIA	6th Oct.	at Noon.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For Freight or Passage, apply to S. SILVERSTONE, Agent.

INGO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO
SHANGHAI	KOUSHING	THURSDAY, Sept. 13, at 4 p.m.
SINGAPORE, PENANG AND CALCUTTA	KUMSANG	FRIDAY, Sept. 14, at 3 p.m.
MANILA	YUNSHANG	FRIDAY, Sept. 14, at 4 p.m.
SANDAKAN	MAUSANG	SATURDAY, Sept. 15, at 4 p.m.
TIENSIN	CHILSHING	SATURDAY, Sept. 15, at 4 p.m.

These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Cheloo, Tiensin, Newchwang and Yangtze Ports.

Taking Cargo on through Bills of Lading to Kuddat, Lahad Dato, Simporna, Tawau, Ulu, Jemantan and Labuan.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY CO.

Proposed SAILINGS from Hongkong for VICTORIA B.C. AND TACOMA VIA MOU, KOBE AND YOKOHAMA.

Steamers	Tons	Captains	To Sail
PERIADES	2763	F. G. Purinton	20th September.
LYRA	4417	G. V. Williams	29th September.
SHAMMUT	9608	E. V. Roberts	24th October.

* Cargo only.

HEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND OUTSIDE ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shammut and Lyra are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels, electric fans in each room, Barber's shop and steam laundry. Cargo carried in hold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA. For further information apply to Dodwell & Co., Limited, GENERAL AGENTS.

THE REVENUE OF CHINA. A SERIES OF ARTICLES. Reprinted from 'The China Mail'. With an Appendix. To be had at the Office of THE PRESS, 5, WYNDHAM STREET. Price 50 Cents.

WASHERMAN'S BOOKS. (In English and Chinese.) WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can be had at this Office.—Price, 50 Cents. GUYA MARK OFFICE, 5, WYNDHAM STREET.

Shipping.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship PRESIA, Captain CRAGLIETTO, will leave for the above places on THURSDAY, the 13th instant, at 3 a.m.

For Freight or Passage, apply to SANDER, WHEELER & Co., Prince's Building, Hongkong, September 6, 1906. 1751

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship ARRATOON APOAR, Captain E. FRY, will be despatched for the above Ports on THURSDAY, the 13th inst., at 3 p.m.

For Freight or Passage, apply to D. SASSON & Co., Ltd., Agents, Hongkong, September 11, 1906. 1757

MESSAGERIES MARITIMES FRENCH MAIL STEAMERS.

STEAM FOR SINGAPORE, SINGAPORE, HATTA, VIA COLOMBO, DENBAY, CALCUTTA, ADEN, DIBOUT, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERANEE AND BLACK SEA PORTS.

THE Steamship POLYNESIE, Captain BROU, will be despatched for MARSEILLES on TUESDAY, the 18th September, 1906, at 1 p.m.

Passage Tickets and through Bills of Lading issued for above ports.

This Steamship connects at COLOMBO with the Australian line s.s. FARRA bound for MARSEILLES, via BOMBAY and ADEN.

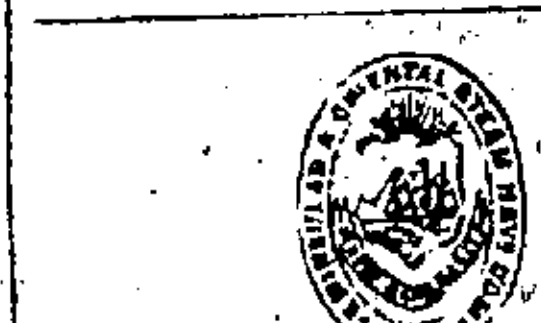
Cargo also booked for principal places in Europe.

Next Sailings will be as follows:—

S.S. SALAZAR	Oct. 2, 1906.
S.S. OCEANUS	Oct. 16, 1906.
S.S. TOURNAI	Oct. 30, 1906.
S.S. TONIN	Nov. 13, 1906.
S.S. ARMAND BEHNE	Nov. 27, 1906.

G. DE CHAMPEAUX, Agent.

Hongkong, September 6, 1906. 1755



STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERANEE PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for HATTA, VIA COLOMBO, DENBAY, CALCUTTA, ADEN, DIBOUT, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERANEE AND BLACK SEA PORTS.

THE Steamship DEVANHA, Captain T. H. HIDEKNE, carrying 14,000 tons, will be despatched from this office on SATURDAY, the 22nd September, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's Steamship CHINA, 7,012 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Suez and Yanchow, all cargo for France, and for London (over arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London (other cargo for London, &c., will be conveyed from Bombay by the R.M. Arabia, due in London on the 3rd November, 1906).

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, September 8, 1906. 1766



STEAM FOR FIUME AND TRIESTE Direct, Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ AND PORT SAID.

Taking cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, YEMAL and ADRIATIC PORTS.

THE Company's Steamship SIESTA, Captain STABLER, will be despatched as above on THURSDAY, the 27th inst.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor.

For information as to Passage & Freight, apply to SANDER, WHEELER & Co., Agents, Prince's Building, Hongkong, September 4, 1906. 1743

REGULAR STEAMSHIP SERVICE TO NEW YORK. Via PORTS AND SUEZ CANAL.

With Liberty to Call at MALABAR COAST. Proposed SAILINGS from Hongkong: STEAMERS. To Sail. 1906.

ERROLL.....About Oct. 2

For Freight and further information, apply to DODWELL & CO., LTD., Agents.

THE UNEMPLOYED TROUBLE.

Starving Men and Wages.

London, August 14th.—Two hundred unemployed of Finchley, a parish of Middlesex, near London, who were practically at riving, were selected last week for employment in the construction of a reservoir at Hampstead. They commenced work yesterday, but when they were offered 40d. an hour for their services they demanded 7d., and on this demand being refused they abandoned the work.

STORMBOUND IN THE AIR.

Chambers' Experiences.

ZEMMATT, Aug. 12.

Dr. Zeller, one of the three tourists who were discovered in distress by a party of guides on the Weisshorn on Friday, has arrived here, and has made the following statement:—

"On Tuesday we ascended the Schellig light as far as the Grand Gendarm. Night came on, and the ascent was difficult. Lieutenant Zeller and I had to descend to the rock, while Lieutenant Zeller proceeded to climb the Gendarm. Suddenly he lost his hold, and fell a distance of 150 feet. We thought him dead, but when we were assembled to find that he had only broken a leg and had received no internal injuries. We patched ourselves on lodges of the rock, and gave Zeller the food which we had brought. We then had nothing more than a little chocolate.

"We had no sleep during Tuesday night. On Wednesday we started a party ascending the Weisshorn by the eastern ridge. They saw our signals, so that we could hope to be rescued on the following day. Wednesday night was very long, and on Thursday morning a violent storm broke over the mountain. The rescue party had arrived—officers near for us to hear them shout. 'The storm is too strong; we cannot ascend further. They then turned back. Thursday night was even longer and more furious than the others. Happily we had a little water, secured during the day, and this sustained us.

"On Friday morning the rescue party arrived comparatively early. It was, in fact, a woman, a young girl, and a boy, who had not descended another night. Lieutenant Zeller and I descended with two guides, while the other men carried our friend. The descent must have been very perilous for them and terrible for the injured man. We went on to find, as we could be of no assistance in the transport.

To-day's Advertisements

WANTED

TO engage two good TELEPHONE CONSTRUCTION MEN. Call at Room 157, HONGKONG HOTEL, at 6 p.m. or 2 a.m.

Hongkong, September 12, 1906. 1779

NOTICE

A. M. S. WILDER, American Consul General, has received from Manila copies of general instructions to holders and signatories for repairs to the U. S. S. "McKILLAN" together with one copy of blue prints of decks and of the vessel. The latter are on view at the Consulate General and the instructions are for distribution to parties interested while they last.

Hongkong, September 12, 1906. 1780

KOWLOON CRICKET CLUB.

THE ANNUAL GENERAL MEETING OF THE KOWLOON CRICKET CLUB will be held at the Kowloon Clubhouse, 21, Upper Road, Kowloon, on THURSDAY, the 20th inst., at 9 p.m.

H. E. GOLDSMITH.

Hon. Secretary.

Hongkong, September 12, 1906. 1778

THE HONGKONG FROZEN FOOD SUPPLY.

FROZEN AUSTRALIAN

SHEEP TONGUES

ONLY 5 Cents each

DELICIOUS AUSTRALIAN

HONEY

In 1 lb. glass bottles
35 cents per bottle.

Hongkong, September 12, 1906. 1778

EXCHANGE.

HONGKONG, September 12, 1906.	
On London—	
Bank, wire,	3/2 1/2
On demand,	3/2 1/2
On 30 days sight,	3/2 1/2
On 4 months sight,	3/2 1/2
Credits, 4 months sight,	3/2 1/2
Documentary, 4 months sight,	3/2 1/2
On Paris—	
On demand,	279
Credits, 4 months sight,	279
On Berlin—	
On demand,	227
On New York—	
On demand,	53 1/2
Credits 60 days sight,	54
On Bombay—	
Wire,	165
On demand,	165
On Calcutta—	
Wire,	165
On demand,	165
On Singapore—	
On demand,	54 1/2
On Manila—	
On demand, Pesos,	108
On Shanghai—	
On demand,	73
On 30 days sight, (primento paper)	73 1/2
On Yokohama—	
On demand,	108
On 30 days sight, (per taal),	8 1/2
Severance (Bank's buying rate)	8 1/2
Silver (per oz.),	31 1/2